

COAL FAMINE BLAME NOT ON RAILROADS

Nearly 150,000 Tons Now at
Nearby Tidewater Ter-
minals.

PROBLEM IN UNLOADING

Arrival of Fuel in Frozen Con-
dition Given as Cause for
Shortage Here.

Inquiry made by THE SUN yesterday showed that there is at least 140,000 tons of coal, bituminous and anthracite, at the tidewater terminals of the railroads which supply New York, enough to supply the city, if 50,000 tons daily are utilized for the use of cities and towns in the vicinity, for two days.

That this coal is not flowing rapidly into the city to make good the deficiencies of coal dealers here is not altogether the fault of the railroads, for in ordinary weather they would be able to unload nearly all this amount without trouble; but when the thermometer hangs about zero it is necessary to melt the icy coal with infinite trouble and steam, and the output is limited to the amount that can be piled loose from the freight cars.

That and the fact that not even direct routing by the new Federal Director General of Railroads will suffice to overcome the handicaps which the freaky Jack Frost has put upon the coal carriers, was the outstanding feature yesterday of a cheerless day. The coal is coming into the tidewater terminals steadily, but it can only be unloaded at a certain rate of speed, and that is far below the speed of accumulation.

Railroad men were of the opinion that if coal cars were diverted from distant tidewater points, such as Elizabethport, South Amboy and Perth Amboy to Jersey City, as could be done under the Federal regulations, it would merely make a bad matter worse, for the railroads terminals in Jersey City and Hoboken are now working at the limit of their capacity to unload the coal that comes to them. To pour in a greater volume of coal traffic would only result in clogging the neck of the bottle and cause chaos on the tracks back of the terminals.

Railroads Doing Their Best.

The outstanding fact in the survey of the situation yesterday was that the railroad men are straining every nerve to get out the coal. Their employees are working in the yards in zero weather, alternately soaked with steam and frozen by the cutting winds, a combination which makes it difficult to persuade them to remain at their tasks. To unload a single car is a long and tedious job. When it reaches the terminals after its trip over the mountains, it is frozen solid, from the water in it when it began the journey and the snow it accumulated en route.

No steam pipes have to be forced into it and a gradual thawing process is begun, which demands tremendous physical exertion on the part of the men unloading the cars. The New York is getting any coal at all in the result of the herculean labors of these men, who toil doggedly at the task, or have been given to it by their foremen. Meeting a coal car in this weather is a job to daunt any one, and it has added greatly to the burden of the railroads. If 125 cars were unloaded yesterday at a terminal, those in charge figured they were doing well.

Railroad officials were in most cases very willing to tell of the amount of coal they had at the terminals yesterday, and said that they were doing all they could to get the precious bits of carbon into the city. The road which probably had the largest amount on its tracks yesterday was the Central Railroad of New Jersey. At Elizabethport it had 12,750 tons of anthracite and 9,850 tons of bituminous, figuring fifty tons to the car. At Jersey City it had 10,000 tons of anthracite, counting that on the Burns Bros. dock, and 8,500 tons of bituminous. At Bayonne it had 2,500 tons of anthracite, 9,100 tons were en route to the roads' terminals.

Supplies at Other Points.

The Lehigh Valley had 21,000 tons at Perth Amboy. The Pennsylvania had 1,500 tons of anthracite and 22,700 tons of bituminous at South Amboy, and 600 tons of coal at Jersey City. The Pennsylvania unloaded 125 cars at South Amboy on Sunday and estimated that it would get about the same amount today. They looked upon it as a good figure, considering the weather. The Erie has 500 cars of coal, or 25,000 tons, at Undercliffe, N. J., back a little way from Edgewater, and is receiving from 75 to 200 cars a day, but the great difficulty of unloading makes it impossible for the road to turn that amount over to the consignees daily.

The Lackawanna had 200 cars, or 10,000 tons, of coal at Hoboken and also ran up against the difficulty of unloading. The Baltimore and Ohio had 102 cars, or 5,100 tons, at St. George, Staten Island, and is getting it out of the cars as fast as it can be handled. Most of this coal on all the roads is consigned to New York.

BRITISH LOSE 79,527 IN MONTH

December Casualties Decrease Reflects Winter Slowing Down.

LONDON, Dec. 31.—British casualties reported in December reached a total of 79,527, divided as follows:
Killed or Died of Wounds—Officers, 1,045; men, 14,805.
Wounded or Missing—Officers, 2,342; men, 49,232.
The number reported from December 1 to 21 were 9,521, divided as follows:
Killed or Died of Wounds—Officers, 6; men, 2,059.
Wounded or Missing—Officers, 238; men, 7,532.

December casualties show a marked decrease from November, reflecting the slowing down of operations with the coming of winter. The total for November was 120,088, the highest in five months, owing to the severe fighting on the Western front.

The figures for the last six days of December are much lower than for the preceding six days. The report for the period December 19-24 gave a total of 12,225.

AMERICAN AVIATOR KILLED.

Meets Death While Making Test Flight in France.

PARIS, Dec. 31.—An American aviator was killed yesterday while making a test flight at an aviation centre before French and American pilots and observers. Although the aviator was flying low, he was hit by a bullet which he was unable to evade. He was killed instantly.

He was picked up but insisted on reporting to his American comrades with his last breath the observations which he had made.

Where 140,900 Tons of Coal Are Stored



The map of New Jersey and New York railway terminals shows the location of points where coal is stored, which might be used to relieve New York's necessities. The figures indicate the number of tons at each point.

COLD DISTRESS KEEN OUTSIDE NEW YORK ROADS CLEAR TRACK AT M'ADOO'S ORDER

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ty fuel administrator, was besieged today by hundreds of householders who are without a shovelful of coal, and as many more sought relief through the city poor department. Coal cards giving priority to the most needy for coal in small lots were issued, but the dealers cannot use the cards. The daily calls for relief jumped from fifty to two hundred the first day of the cold wave. Today the applicants stood in line at the Fuel Administrator's office from early morning until nightfall. The mercury has lowered within a few degrees of its minimum mark, four below, even since the cold snap set in. Suffering has been increased greatly by shortage of natural gas, upon which 80,000 persons depend wholly or in part for heating, cooking and lighting. Hundreds of well-to-do families, whose houses are equipped with gas furnaces only, are without means of heating or cooking. Many have closed their homes. Some of the larger manufacturing plants, most of which are engaged on war contracts, will have to shut down at least curtailing operations, it was said today, unless the cold is forthcoming within a few days. Others which use natural gas already have been obliged to slacken work. It is proposed that all plants using gas and not engaged on contracts change to a night schedule.

SYRACUSE FAMILIES BURNING FURNITURE

Special Dispatch to THE SUN.

SYRACUSE, N. Y., Dec. 31.—Another drop in temperature to 20 below intensified the suffering of thousands in this city today. Nearly thirty fires caused losses of about \$350,000 in the past twenty-four hours in houses, manufacturing plants and business establishments. Two factories, the John M. Weeks and Crucible Steel Company, were in flames. The former was destroyed and the other damaged. A new coal crisis is at hand. Three days ago it was believed the worst was over, but renewed demands on retailers exhausted the supply and hundreds of poor families are without coal and forced to burn furniture. Many tenement houses are homeless, while some office buildings are on reduced supply. Charitable organizations have had more appeals for help today than ever before in history, and churches and public buildings are being opened to the homeless.

A mob of 500 people stormed the Coal Administrator's office this afternoon demanding fuel, saying the dealers refused to take orders. Charles A. Yates, in charge, quit his job when told of this violation of the agreement with city officials, made when the card system was established a week ago.

No deaths have been reported, but hundreds of cases of frozen feet, hands and faces are being cared for. Firemen are seriously taxed by the freezing of hundreds of feet of hose and in case of a conflagration the city would be in grave danger. Some temperatures here are Onondaga Valley 32, Norwalk 41, Cortland 42, Whitesboro 35 below.

COLD GOING TO SEA.

Normal Temperature by To-morrow, Is Prediction.

WASHINGTON, Dec. 31.—The cold wave which has gripped the eastern part of the country for the past two days rapidly is passing to sea, the Weather Bureau announced to-night, and there will be a return to normal temperatures by Wednesday.

At far northern points, such as Northfield, Vt., where 24 degrees below zero was recorded, there was no abatement in the severity of the cold to-day, but generally throughout the East slight rises in temperatures were reported. This will continue to-morrow and warmer weather is forecast for Wednesday.

Snow fell in the Mississippi and Ohio valleys, Tennessee and some South Atlantic States today and more is forecast Wednesday in the lake region. In other sections east of the Mississippi River, however, fair weather is expected for several days.



POULTRY SHOW

Madison Square Garden

The only show in New York this year. Uncle Sam's record-flight carrier pigeons. Wonderful display of game and ornamental birds, rare water fowl, cranes, etc. "Molly Wellington," World's Record Laying Hen—25 eggs in 18 months. Motion pictures and lectures. Open Sunday & Every Day & Evening including New Year's. Adm. 50c.

RAILROAD CABINET NAMED BY M'ADOO

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practicable all trains interfering with necessary freight service. A heads of the roads with terminals in New York met here today and drew up a plan for the common use of such terminals. This plan will be put in Mr. McAdoo's hands to-morrow and will provide for running many through passenger trains of the Baltimore and Ohio into the Pennsylvania Station. Mr. McAdoo said that there would be a drastic reduction in passenger trains ordered very soon.

Some increases in wages covering many classes of employees are to be granted, it was made plain today. The entire labor situation is to be gone over at a conference with the brotherhood chiefs on Thursday.

CHICAGO ROADS AIDED.

Freight Congestion Ended and Roads Improve Service.

CHICAGO, Dec. 31.—The freight congestion on roads entering Chicago has been ended and they are now able to handle traffic considerably in excess of that now moving, it was reported at a meeting of executives of Western railroads called to consider problems arising from Government control today.

All Western roads, it was said, are putting into effect the direct routing of freight and through routes are being established wherever deemed advisable. The common use of terminals is to be effected at the larger centres wherever possible. To save clerical labor, the making of "passing reports" of freight shipments will be discontinued, it was decided, and "tracing" of freight will be done only after a reasonable time has elapsed for the shipment to arrive at destination.

All roads reported steady curtailment of passenger train service and have decided on further reductions as soon as the holiday travel is ended. The passenger service of the West has already been cut 10,657,824 train miles a year, it was reported.

ERIE SHORT OF WATER.

Failure of Jersey City Supply Damaging Trains.

Officials of the Erie Railroad in Jersey City sent their locomotives over to Newark yesterday to have their tanks filled because of the shortage in water that is troubling the Erie. Tank cars are being used all along the Erie in northern New Jersey so that the engines may be assured of enough water to complete their runs and get out of Jersey City without drawing on the local supply. Many trains are being run off schedule by reason of the water troubles. Edward Rose, chief clerk to the Director of Streets and Public Improvements, said yesterday that Jersey City is using from 8,000,000 to 10,000,000 gallons of water a day above the normal consumption because the people are allowing the water to run continuously to prevent their water pipes from freezing. Mr. Rose said that a serious water famine would result if there did not come some relief from the cold. An effort is being made to connect the city's supply mains with the East Jersey Water Company at Arlington as a measure of relief.

The Lackawanna road reported yesterday that the freezing of air switches in its Hoboken terminal was delaying locomotives in bringing coal from the pockets. Some of the through trains on the Pennsylvania coming into the Jersey City terminal were from one to two hours late on account of frozen equipment. In some instances the crews with which engines fill their tanks froze to such an extent that they would not work.

CARDINAL PRAYS FOR PEACE.

Gibbons's New Year's Sentiment for End of War and Prosperity.

BALTIMORE, Md., Dec. 31.—Cardinal Gibbons to-day issued a brief but appropriate sentiment for the new year to the American people as follows: "For the American people I pray for a year of peace and prosperity. I trust that the new year will soon see the advent of a permanent and solid peace throughout the world."

Other Trains Altered.

The northbound Sunday train leaving at 7:58 P. M. will be changed to leave at 8:07 P. M., through to Phoenixville. The northbound Sunday train leaving Broad street station 8:33 P. M. will leave at 8:55 P. M., with five stops eliminated, and this train will arrive at Reading thirty minutes earlier. The northbound Sunday train leaving at 10:34 P. M. will leave 10:40 and will make nine additional stops and run through to Reading as at present.

The southbound weekday train leaving Reading 5:25 A. M. will make four additional stops and run through to Reading as at present. The southbound weekday train leaving Reading at 7:29 A. M. will make six additional stops.

The weekday train leaving Phoenixville at 10:13 P. M. will be changed to leave at 9:28 P. M., making all stops to Broad street station. The weekday train now leaving Phoenixville 11:15 P. M. will start instead from Norristown, leaving at 11:25 P. M. and running on the present schedule to Broad street station, making all stops.

Closed To-Day.

A Princely Inheritance

Don't you wish that you had a masterly photograph of your father?

PHOTOGRAPH BY M. J. DODD

476 FIFTH AV. COR. 47TH ST.

Franklin Simon & Co.

Fifth Avenue, 37th and 38th Streets

WEDNESDAY—JANUARY SECOND

JANUARY CLEARANCE SALES

This is the first time this season that this WOMEN'S APPAREL has been offered at the following price reductions:

No Credits

No Exchanges

WOMEN'S SUITS

Fur Trimmed Suits

Of wool velour or broadcloth, with Hudson seal or skunk fur; also plain tailored models.

Heretofore \$39.50 to \$49.50

23.00

Fur Trimmed Suits

Also plain tailored models; of wool velour, broadcloth, duvet de laine or diagonal velour in the new winter colors.

Heretofore \$59.00 to \$79.50

33.00

High Class Fur Trimmed Suits

Including custom tailored models without fur trimming; also copies of Paris models, richly fur trimmed; of soft cloth fabrics or velveteen.

Heretofore \$69.50 to \$98.50

48.00

Distinctive Fur Trimmed Suits

Of highest class wool fabrics and velvets, mostly one or two of a kind, many are exact copies or adaptations of Paris models.

Heretofore \$89.50 to \$165.00

78.00

WOMEN'S GOWNS

Women's Silk Dresses

This season's desirable models of soft satin or of various fashionable silks.

Heretofore \$18.50 to \$29.50

12.50

Velveteen Afternoon Gowns

Tailored or dressy models, in navy, black or colors, some fur trimmed, silk or metallic thread embroidered.

Heretofore \$29.50 to \$49.50

18.50

Afternoon or Evening Gowns

Afternoon models of Georgette crepe, satin or Georgette crepe combined with satin, evening gowns of satin, chiffon or net.

Heretofore \$39.50 to \$59.50

25.00

Afternoon or Evening Gowns

Dressy gowns of Georgette, satin or chiffon velvet; evening gowns of broadcloth or silk, also chiffon velvet, silk net or satin.

Heretofore \$59.50 to \$79.50

45.00

WOMEN'S GEORGETTE WAISTS

Tailored or Dressy Models

PLAIN tailored models, also fruited, tucked or lace trimmed, in white, flesh, or suit shades.

3.75

Heretofore \$5.75 to \$8.75

WOMEN'S HIGH CLASS WAISTS

Of Superior Quality Georgette Crepe

DRESSY models, in white, flesh or suit shades; many embroidered or beaded, some real filet lace trimmed.

5.00

Heretofore \$9.75 to \$15.75

WOMEN'S WINTER COATS

Women's Fur-Trimmed Coats

Also plain tailored models, of wool velour, Pom Pom, broadcloth, vicuna mixtures or seal plush; silk lined, warmly interlined.

Heretofore \$39.50 to \$49.50

25.00

Women's Fur-Trimmed Coats

Of crystal cloth, English wool velour or Pom Pom, trimmed with Hudson seal or nutria fur; silk lined and warmly interlined.

Heretofore \$49.50 to \$69.50

37.50

WOMEN'S BOLIVIA CLOTH COATS

Of Genuine Bolivia Cloth Trimmed with Hudson Seal Fur

BOLIVIA cloth is the most wanted fabric for high class winter coats. It gives warmth without weight, and is in taupe, deer or mouse; silk lined, warmly interlined.

46.00

Heretofore \$59.50 to \$79.50

WOMEN'S COATS and WRAPS

Exclusive Evening Wraps and Semi-Dress Coats, Fur Trimmed

EVENING wraps of chiffon velvet, velveteen, or satin and velvet combinations; semi-dress coats of duvetyn, Siberia cloth, or gloveskin velour; with high-class furs.

76.00

Heretofore \$98.50 to \$165.00

JANUARY SALE—WOMEN'S FURS

This is the first time this season that these WOMEN'S FURS have been offered at the following price reductions:

Fur Muffs

9.00 Heretofore \$15.00

12.50 Heretofore \$18.50

11.50 Heretofore \$18.50

19.00 Heretofore \$28.50

24.00 Heretofore \$29.50

25.00 Heretofore \$32.50

25.00 Heretofore \$35.00

26.00 Heretofore \$35.00

17.00 Heretofore \$25.00

Fur Neckpieces

Heretofore \$16.00

Heretofore \$18.50

Heretofore \$28.00

Heretofore \$25.00

Heretofore \$29.50

Heretofore \$28.00

Heretofore \$35.00

Heretofore \$50.00

Heretofore \$25.00

Heretofore \$25.00

HUDSON SEAL COATS—(Dyed Muskrat)

Hudson Seal Coats

42-inch length model (Dyed Muskrat), convertible collar and deep cuffs of Hudson seal.

Heretofore \$125.00

87.00

Hudson Seal Coats

Belted model (Dyed Muskrat), 45 inches long; collar and cuffs of real skunk fur.

Heretofore \$165.00

145.00

Hudson Seal Coats

45 inches long (Dyed Muskrat); collar and cuffs of self or real skunk fur.

Heretofore \$195.00

175.00

REAL SCOTCH MOLE or CARACUL COATS

Real Scotch Mole Coats

Full-length model; with large collar of taupe fox fur.

Heretofore \$375.00

525.00

Real Scotch Mole Coats

Full-length models; trimmed with ermine or taupe fox fur.

Heretofore \$675.00

595.00

Moire Caracul Coats

Full-length model; trimmed with real skunk fur.

Heretofore \$295.00

275.00

Moire Caracul Coats